

# THE RIO NEWS.

PUBLISHED ON THE 5th, 15th AND 24th OF EVERY MONTH.

VOL. XIV.

RIO DE JANEIRO, JULY 24TH, 1887

NUMBER 21

## OFFICIAL DIRECTORY

AMERICAN LEGATION.—157, Rua das Laranjeiras.

THOMAS J. JARVIS,  
Minister.

BRITISH LEGATION.—Travessia de D. Manoel, No. 8.

H. G. MACDONELL,  
Minister.

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Ovidior.

H. CLAY ARMSTRONG,  
Consul General.

BRITISH CONSULATE GENERAL.—Nº 8 Travessa  
de D. Manoel. GEORGE THORNE RICKETTS,  
Consul General.

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N.B.—All notices should be sent to the Clerk.

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H. C. TUCKER, Pastor.

Portuguese services: Sunday School at 8 a.m.; preaching  
7:30 p.m. Sundays; prayer-meeting, 7:30 p.m. Wednesdays.

J. L. KENNEDY, Pastor.

Residence: Rua Senador Corrêa, B. 1.

PRESBYTERIAN CHURCH.—Nº 15 Travessa da Borela.  
Services in Portuguese at 11 o'clock, a.m., and 7 o'clock,  
p.m.; Sundays: and at 7 o'clock, a.m., Thursdays.

BAPTIST CHURCH.—Rua do Conde, Nº 120.  
Services in Portuguese every Sunday at 10 o'clock, a.m., and  
7:30 o'clock, p.m.; and every Wednesday at 7:30  
o'clock, p.m. Sunday School at 10 a.m.; preaching at 11 a.m. and  
every Sunday at 11 a.m. of each month.

E. H. SOPER, Pastor.

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p.m., every Wednesday. Sunday school at 4:30 p.m.

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### RAILWAYS.

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leaves Rio at 5 a.m.; arrives at Barra do Piraí at 12:30 p.m.;  
Rios 0:30 a.m. and 12:30 p.m. (terminus) and 3:30 p.m.; train  
leaves Rio at 6 a.m. arriving at Barra at 8 a.m. and Cachoeira,  
where passengers for S. Paulo must change, at 12:30 p.m. From  
Entre Rios train leaves at 1:00 a.m. arriving at Porto Novo  
at 3:30 p.m. Sunday, 12:30 p.m. Porto Novo 1:00 a.m. and 3:30 p.m.;  
Sunday, 12:30 p.m. and 3:30 p.m. From Porto Novo to Rio  
at 1:00 a.m. and 3:30 p.m. The S. Paulo train arrives in Rio  
at 4:45 p.m. and the Central train at 5 p.m.

Local Expresses, leaves Rio at 7 a.m. arrives at Barra  
at 12:30 p.m. Barra train 12:30 p.m. and 3:30 p.m. and arrives  
at Cachoeira at 6:30 p.m. From Entre Rios train leaves at  
3:15 p.m. and arrives at Porto Novo at 6:05 p.m. *Desnossa*,  
train leaves Mariana Procópio at 3:00 p.m. Cachoeira 3:30 p.m.  
Sunday, 12:30 p.m. The S. Paulo train arrives in Rio  
at 4:45 p.m. and the Central train at 5 p.m.

MARANHÃO TRAINS, leaves Rio at 8 a.m. and 3:30 p.m. 3:30 p.m.  
and 6:30 p.m. Barra arrives at 12:30 p.m. and 3:30 p.m. and arrives  
at Cachoeira at 6:30 p.m. From Entre Rios train leaves at  
3:15 p.m. and arrives at Porto Novo at 6:05 p.m. *Desnossa*,  
train leaves Mariana Procópio at 3:00 p.m. Cachoeira 3:30 p.m.  
Sunday, 12:30 p.m. The S. Paulo train arrives in Rio  
at 4:45 p.m. and leaves Barra at 6:30 p.m. arriving in Rio at 7:30 p.m.

NIGHT SERVICE: Train leaves Rio at 10 p.m., every Friday,  
arriving at Barra at 12:30 and Porto Novo at 5 a.m. *Desnossa*,  
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arriving at Barra at 12:30 a.m. and Rio at 5:30 a.m.

S. PAULO AND RIO.—Train leaves Cachoeira at 12:30 p.m.  
and arrives at Barra at 12:30 p.m. *Desnossa*, train leaves  
S. Paulo at 6:30 a.m. and arrives at Cachoeira at 12:30 p.m.  
where passengers change to the D. Pedro II line.

CANTAGALO R. R.—Leaves Niterói (Sant'Anna)  
6:30 p.m. and arrives at Friburgo at 12:30 p.m. Cordeiro 1:00 a.m.  
per trainway from Cantagalo 1:45 a.m. and Maricá 1:45 p.m.  
return train leaves Maricá 1:05 p.m. Cordeiro 1:05 p.m. and  
Friburgo 1:08 p.m., arriving at Niterói 3:00 p.m. per  
ferry boat runs between Rio and Sant'Anna, connecting with  
train.

CORCOVADO R. R.—Trains leave the Station at Cosme  
Viana, Laranjeiras, at 6:30 a.m. and 12 a.m. and 4:30 p.m.  
and 6:30 p.m. on Sundays and holidays, and at 8 and 12 a.m. and  
4:30 p.m. and 6:30 p.m. on week days.

PEIRPOLIS STEAMERS AND R.R.—Steamers leave  
Travessia Marques at 8 a.m. on week days and 7 a.m. on  
Sundays and holidays. Returns, trains leave Petrópolis at 7:30 a.m.  
week days, and 4 p.m. on Sundays and holidays. Mixed  
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p.m., week days only.

## LIBRARIES, MUSEUMS, &c.

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BIBLIOTHECA NACIONAL.—Rua do Passeio No. 48.

BIBLIOTHECA FLUMINENSE.—No. 64, Rua do Os-  
pital.

MUSEU NACIONAL.—Praça da Aclamação, cor. Rua da  
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GABINETE PORTUGUÉS DE LEITURA.—No. 12  
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## Medical Directory

Dr. Cleary, Physician and Surgeon. Residence: 175 Rua  
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Dr. W. J. Fairbairn, M. D., Edin: Surgeon and Physician;  
Office: Rua 1<sup>st</sup> de Março, No. 99, from 10 to 1 p.m. and  
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## THE RIO NEWS

PUBLISHED TRIMONTHLY

for the mail packets of the 5th, 15th and 24th  
of the month.

A. J. LAMOURUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs; a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, tables of stock quotations and sales, a table of heights and charters, a summary of the daily coffee reports from the Associação Commercial, and all other information necessary to a correct judgment on Brazilian trade.

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RIO DE JANEIRO, JULY 24th, 1887.

The Emperor and Empress arrived safely at Lisbon on the 15th instant, at which place they landed. After a two days visit in that city they resumed their journey overland on the 18th. A brief visit was made at Madrid, the imperial party continuing their journey to Bordeaux on the morning of the 19th. A short rest was taken at the latter city, their arrival at Paris not occurring until the morning of the 21st. Apartments were taken at the Grand Hotel, where it is expected the Emperor will remain for some time. It appears from the cable messages sent back from day to day that His Majesty's health has decidedly improved, and these reports are clearly confirmed by his first day's programme in Paris—a drive after breakfast and the acceptance of an invitation from Lesseps to attend a general meeting of Panama Canal shareholders. The great promoter knows just how to play the king in his pack of cards, and the Emperor of Brazil was clearly a trump of the first order. It is a pity that His Majesty permitted his name and presence to be used to further bolster up this gigantic piece of folly, which is destined to ruin a great many beside the fools and knaves and dreamers connected with it, but if he finds pleasure in it no one will care to complain.

The legislative record of the past ten days has been one of interpellations chiefly, and some of them have been decidedly unpleasant subjects for discussion. The information elicited in regard to subsidized navigation companies has aroused but slight comment, the enormous aggregate receipts of some of the companies under this head appearing to have made but very slight impression. On the 14th an attempt was made to elicit some information about that very crooked business in regard to the breaking of a contract with the Forges et Chantiers company for the construction of an ironclad, but the interpellation was immediately and significantly suppressed. Both parties are evidently interested in hushing the matter up. On the 18th and 19th the proceedings of the provincial government of Rio de Janeiro in regard to the sale of the Cantagallo railway were under discussion, but the effort to meet the published charges of Sr. Domingos Moutinho was a decided failure. The provincial government has agreed upon the terms of sale some two or three times, and has broken the agreement in each instance without a word of notice or explanation. In a recent negotiation for the purchase of

the line, Sr. Moutinho charges that the price and terms of sale had been agreed upon, the documents drawn up and a day fixed for signing, the money being ready for the first payment, but at the last moment the provincial authorities failed to come to time. The whole business appears to have been so scandalous that the minister of finance will be wise if he lets it severely alone. The attack of the premier on the financial administration of the liberals brought out some sharp replies in the Senate on the 20th and 21st. Information was asked by Senators Saravia and Dantas which, if answered, will prove to be interesting reading. The proceedings in the Chamber have been much less important, the overwhelming majority of the government in that house making it easy to keep unpleasant discussions under control. On the 20th the minister of empire met an adverse criticism in the Senate and Chamber on an apparently contradictory position taken by him in regard to one of the items in his budget, and was compelled to offer his resignation. The affair looks like a trap set by his own party associates to force his resignation, in which he is made to appear as accepting in the Chamber a reduction of 30,000\$ for certain school examinations, which he afterwards insisted on being granted by the Senate. His resignation was promptly accepted the following day, and Deputy Manoel do Nascimento Machado Portella was installed in his place before his chair had time to cool. There were rumors for a time that the whole cabinet would go out, but the premier was fully equal to the occasion as usual, and still retains the confidence of the country as represented in the Chamber of Deputies.

According to a telegram from Paris on the 20th the Chamber of Deputies has rejected the bill opening a credit for an interest guarantee on an ocean cable between the United States and the French West Indian islands. It so happens that this act affects Brazilian interests to a very considerable degree, as it will jeopardize the success of the projected cable enterprise between Brazil and the United States. After meeting with several rebuffs from the English cable lines in the West Indies, who are interested in maintaining the monopoly enjoyed by the Brazilian Submarine, the American company finally effected an arrangement with the grantee of the projected French line to the United States, by means of which direct communication would be advantageously secured. The French, however, were unwilling to carry their project into execution without a state guarantee, from which have resulted repeated delays and final defeat. And this has resulted not altogether upon the merits of the enterprise itself, but largely upon the influences brought to bear by the two or three English companies interested in maintaining the Brazilian Submarine monopoly, who have actually employed agents in Paris to defeat the bill. The question now arises: Will the countries interested submit further to this powerful monopoly, or will they see that proper encouragement is given for the laying of this much needed line between Brazil and the United States? That the line is needed, no impartial business man will deny. The rates charged to Europe and the United States are so high that telegraphing is a very serious item of expenditure, and now that methods of business are so changed as to compel the constant use of the cable, a large reduction in rates is urgently necessary. In this are interested nearly all the productive and commercial interests of this coast. It is perhaps hopeless to expect any concession from the Submarine as long as its monopoly exists, but with a competing

direct line—we do not take the roundabout West Coast line into consideration—these exorbitant rates will have to suffer a reduction. Both Uruguay and the Argentine Republic are largely interested in this question, but the chief interest centres here in Brazil. In our opinion no further dependence should be placed upon the French project, but an effort should now be made to enlarge the American project and carry it into immediate execution. As Brazilians have so much at stake in this matter and will gain so largely from a competing line, why can they not join in and help build it?

The great financial schemes of Sr. Belisario seem always destined to wind up on a loan. A foreign loan was his debut and another loan, it appears, is to show the carpers that exchange has not been unduly sustained. Our opinions as to the first loan are well known; as to that which is now hovering over us, the conditions upon which it is to be negotiated are so vague that it is perhaps not advisable to do more than to refer to it. That a loan was imminent was patent to all who are in contact with the money market. With nothing doing in exports, yet the supply of bills was always equal, and at times superior, to the demand; and when the curious outsider inquired why and wherefore this anxiety to draw was so apparent, the answer was always a mysterious reference to some negotiation on foot which is to liquidate the obligations of the Treasury and return profits to the speculative drawers of exchange. The market appears to have been steadily "jockeyed." From the day when the minister of finance announced his acceptance of an accommodation credit for £2,000,000 to tide the Treasury over the short coffee crop up to today an evident intention has been manifest to keep exchange at or about 23d. Few commercial men here will deny that were the money market in a normal condition exchange could not be maintained as it has been with nothing doing in coffee. Banks can draw only to a certain extent; their accommodation exhausted, remittances must be made and these remittances can only be in commercial bills based upon shipments of produce. Once shipments cease and the supply of commercial bills is reduced to nil, it is perfectly clear that either the banks are drawing against their credit abroad, or against the securities there deposited. In the first case, cover in some form will sooner or later become necessary; in the latter, the securities will be sold to meet the drafts. Now the Treasury seems to us to combine both of these hypotheses; it is drawing against its £2,000,000 credit and against its proposed loan at one and the same time. It is patent that there are no possibilities of the government settling the balance save by a loan, and borrowers whose necessities are known are not, as a rule, treated with undue indulgence by lenders. The rumor is that the new loan is in a manner connected with the establishment of a great bank of issue. If such is the idea of Sr. Belisario, the pity is that he had not followed ex-Minister Prado's action and resigned when he had secured his senatorial chair. That a minister, and one, too, who has been in intimate connection with the Bank of Brazil, can be so blinded to the real interests of the country as to advocate the establishment of a great central bank in this country, is positively astounding. A great central bank can never meet the needs of such a country as Brazil, and the establishment of such an institution will occasion most unfavorable criticisms. Favoritism is so rife in Brazil that a public man cannot be too cautious in his procedure. We venture the statement that if one bank of issue be established, the minister of finance will be sharply and severely criticised—and in our opinion justly so.

THE position of the coffee market here is such that a few remarks are not inappropriate. The wild advance made here during the latter part of May and early in June seems to have disgusted consuming markets, and so far as we can learn the utmost disregard to what the ideas of Rio may be is shown abroad. Messrs. James Cook & Co's market report of June 22nd says:

Looking at the exports from the Brazils, already to the 18th June, 5,601,220 bags, and adding another 100,000 bags for the remaining twelve days of the season, would give 5,701,220 bags as the total export for 1886-7 against 5,272,360 in 1885-6. It is clear that for this season there would be no deficiency. There was every likelihood that adulteration would largely increase and the use of coffee diminish in consequence; on the whole it is fortunate the check has come, as the rise has been over done, and every encouragement will be given to produce coffee which pays the planter so well.

This is plain language and as the expression of parties who have generally been sanguine, is worthy of great consideration. It seems palpable that consuming markets will only meet Rio holders' views when reduced to the last extremity. The last bag will be roasted and its contents eeked out with beans, peas, etc., before an order will be sent to Rio. It is even possible that Hayre and New York will combine to resist the impositions of Brazil, and then where will our dealers find themselves? With money worth one, or one-and-a-half per cent. per month here, the increased cost of carrying coffee will be something stupendous, and the policy of manipulating receipts will not prove of much benefit to the planters. The factors may be benefitted, but the planters who are owing for advances will find any profit absorbed by the charge for interest. We do not care to make a point of what is the real value of coffee. No two people directly interested in the trade agree on this point; but it seems clear that adulteration will be the corrective of very high prices, and no one who was connected with the coffee trade during the Civil War in the United States is ever likely to forget that such a thing as a cup of pure coffee was as much an impossibility as it is likely to be if Rio persists in valuing its coffee at present quotations. Rio is directly interested in the prevention of adulterations; or in other words in a moderate price for the bean. If, however, advantage is sought to be taken of one short crop, and adulteration be stimulated in consequence, how many average or large crops must be affected before consumption will return to pure coffee, which low prices have taught it to appreciate? It was a clear-headed man that declared "the value of an article is what it will fetch." If coffee will fetch \$1 per lb. that is its value; but so long as Rio estimates values at some 3-3½ cents per lb. over what New York does, we repeat that until absolutely no coffee is left in hand will orders appear here from consuming markets. How long consuming centres can hold out is a question of statistics. According to Messrs. James Cook & Co, the stocks in the United States and principal European ports on 31st May were 173,915 tons, or an outside estimate of 60,000 tons per month for distribution be granted, the last bag will only be used sometime in September. Of course the last bag will not be consumed, but no more will consumption exceed production by some 4,000,000 of bags. The *reductio ad absurdum* is legitimate in each hypothesis.

Now that the excitement attending the recent "bull" movement in coffee has somewhat subsided and time for a little cool reflection has been secured, we should like to have a quiet little talk with our friends in the trade about two or three points which have attracted our attention. It is well known that no one connected

with this paper is interested in coffee, but we are interested in a steady, prosperous trade. Coffee is the mainstay of Brazil and we are therefore interested to see its profitable cultivation extended; it is also a valuable and nourishing beverage and its increased use is highly desirable, for which reason we are interested to see it pure and cheap in every consuming market of the world. During the recent speculation, which has left so many empty pockets and painful experiences, the editors of this paper were the recipients of a great many uncomplimentary epithets because they declined to "buy" coffee. We could not see how a prospective scarcity nine months hence should double the price now when receipts and exports were really greater than those of last year, nor could we see why syndicates of speculators, dealing in "paper coffee," should be permitted to fix the real actual value of the bean for the trade. We did not believe that these speculative prices represented the real value of the bean, and we did not believe that such high prices would benefit any one but a few speculators. We therefore deprecated the movement and cautioned our friends against it, and the results have proved our position correct. Heavy losses have been incurred here, and the trade has since remained absolutely paralyzed. Let these direct and indirect losses be computed, including the interest on the capital invested in accumulating stocks, and then let some one tell us how much profit this speculative "rise" in coffee has left to Brazil. And now another point. It is a general axiom in business that the merchant, or middleman, should always buy at the lowest price and sell at the highest. Or, in Wall Street terms, as a buyer he is a "bear," and as a seller he is a "bull." A peculiarity of the recent speculation, however, was that the buyers were all "bulls," and those who bought for their own account were the most conspicuous of all. In our opinion, they were altogether wrong. There are several large coffee houses in the United States who keep their own buyers in this market instead of purchasing from exporters or commission houses, and it is clearly to their interest to buy at the lowest possible price. If that is their object, then certainly it is impolitic for their buyers to go about the streets proclaiming "coffee is bound to go up," "it is worth more than the market to-day," and "you'll see coffee at 25 cents before September." Perhaps their opinions are perfectly sound and correct, but as buyers they have no business whatever to express them. In this market, the only persons who should be "bulls" are the planters and their representatives. All the others—buyers, exporters and brokers—are naturally "bears," because they are interested in getting the article at the lowest possible price for their constituents, the roasters and importers in consuming markets. If this position be correct, we shall hope to see other "bears" in this market, when the next wild speculation comes, besides the editors of this paper.

Communicated.

#### JUBILEE DOINGS IN PERNAMBUCO.

Whilst Jubilee doings at home are exciting so much interest, out here in South America it may not be out of place to give some small account of Jubilee doings amongst the English of Pernambuco. A public meeting of the English residents was held toward the end of May with Her Britannic Majesty's Consul, Mr. Cohen, in the chair. After much discussion, it was resolved to start a benevolent association to be called the Pernambuco Jubilee Benevolent Society, having for its object the care and welfare of distressed British subjects in

Pernambuco. It was further resolved that a telegram of congratulations should be sent to Her Majesty on this auspicious occasion. Nor were these to be the only ways in which the Jubilee was to be celebrated. It was arranged that there should be a service in the consular chapel on Jubilee day at half past eight in the morning, this time as nearly as possible corresponding with eleven o'clock English time when the special service would be held at Westminster Abbey. Finally, and by no means the least popular—amongst the young folks at any rate—was the resolution of the Mondego Choral Society to give a dance on the 21st of June. Unfortunately the weather was most disastrous, only for a short time during the afternoon did we get even a glimpse of "Queen's weather." In spite of the rain, however, a large congregation assembled in church in the morning for the special service. The anthem was Dr. Bridge's "Blessed be the Lord thy God who delighted in thee," which had been specially written for the service at Westminster. The whole proceeding was a great success, the music from first to last being excellent. The anthem, although a most difficult one, to our inexperienced ears went without a flaw. The solo, a beautiful refrain which like a great many other beautiful and bright things we owe to the Prince Consort, and introduced by the talented organist of Westminster into his anthem, was powerfully rendered by a gentleman who for years has been the mainstay of music in Pernambuco. A very beautiful "Te Deum" by Woodward and some of the special hymns were also worthy of notice. A sermon appropriate to the occasion was preached by the chaplain, Mr. Midgley, and a collection was afterwards taken for the Church House Fund.

In the evening most of the English colony migrated to the telegraph staff quarters at Fernandes Vieira, which had been lent to the Mondego Choral Society for their dance. For two days beforehand an active and zealous committee had been making preparations on a large scale. The rooms were decorated with flags and flowers. Over the principal entrance to the garden was what ought to have been a flaring gas illumination of "God save the Queen," but which the rain (horrid radical!) almost succeeded in making a complete failure. But if outside the elements were against us, inside all went with the most brilliant success. Mrs. Howe, wife of the president and director of the Mondego Choral Society, was hostess and received the guests, about 120 in number, the rain keeping many away. The proceedings commenced with the Jubilee ode "Victoria," by W. Carter, in which the whole strength of the society was heard. Then dancing took place till shortly after midnight, when the consul made a speech and proposed the Queen's health. This was drunk with three times three, and "God save the Queen" was then sung by all present. Dancing was afterwards continued till half past three in the morning. The success of the evening was greatly due to the liberality of our worthy consul.

Altogether, in spite of the rain, the day was a great success, as such a day should be. Nor, now that it is over and its service and festivities a thing of the past, is it gone forever. It has left a trace behind it that can never be effaced. It was impossible to leave that gathering, or to go through that day even as a stranger, without feeling something of that "amor patriæ." Though to many of us "our Queen" had no special meaning, many of us knowing nothing of that blameless life spent for her people's good, all of us felt for a moment that justifiable pride, never more wanted than at the present time, in the dear old land of which "our Queen" is the head.

Therefore it was with feelings of great happiness, not wholly unmixed with sorrow as all true happiness must be, that we sojourners in a far country, re-echoed the cry going up that day from all parts of that vast empire on which the sun never sets."

*God bless Her Majesty!*

*God save our Queen!*

#### DEPARTMENT OF AGRICULTURE.

*Joint stock companies.*—During the four years elapsed since the 1882 law was passed the number of companies formed was 135, with a nominal capital of 269,929,200\$, which, says the minister, can be duplicated by the issue of debentures. The principal companies formed were :

	value
Railways 14.....	51,356,200\$
Banks and bankers 13.....	87,409,000
Insurance 13.....	32,500,000
Tramways 13.....	25,000,000
Weaving and spinning 15.....	12,310,000
Navigation 5.....	11,369,000
Rustic and farming 1.....	8,000,000
Mining 6.....	6,900,000
Central factories 0.....	6,300,000
Wharves 2.....	6,000,000
Immigration 5.....	5,000,000

*Subsidized Navigation.*—The coast service is satisfactory and needs no increase. The annual amount paid in subsidies is 1,437,800\$. The question of river navigation requires examination, for either subsidies, or concessions, must be granted to open up the rivers. The subsidies paid to river companies reaches 932,000\$ per annum. The southern ports line received 1,534,405\$ and expended 1,386,980\$ to 273, leaving a balance of 147,425\$ to 807, the subsidy is 324,000\$. The northern ports line receives 573,200\$ per annum and distributed to its shareholders 288,000 per share during the year. The "United States and Brazil Mail Steamship Company" receives 200,000\$ subsidy, but was fined 45,000\$ for failure to present a new steamer in substitution of the *Reliance*. The minister asks for authority to extend the contract which expires in November next, and says Brazil should do this, even with some sacrifice.

*Railways.*—Yet another complaint is registered of negligence in furnishing statistics, and the returns for 1886 are declared to be defective. The minister states, however, that more stringent orders in this respect have been issued and that in the coming year, he hopes to be able to give not only the figures for 1886 but those for 1887 also. On December 31st, 1886, the railway system was :

	kilometres
In traffic.....	7,669
Constructing.....	1,631
Surveyed.....	3,656

which were divided as follows :

	kilometres
In traffic :	
Government lines.....	1,832
Guaranteed by general govt.....	2,324
Provincial lines.....	328
Guaranteed by prov. govt's.....	1,490
Without guarantee.....	1,605
City and suburban.....	81

	7,669
Constructing:	

Government.....	376
Guaranteed by the.....	448
Provincial.....	92
Guaranteed by do.....	347

1,631

Of the lines in traffic 1,354 kilometres have a gauge of 1.60 metres, and 6,315 the two gauges of 1.40 to .66 metres.

The minister recognizes the necessity of some organization of a general system and recommends that the Bagé to Uruguayana, Rio Grande do Sul, and the Bahia and S. Francisco lines be completed. Further that the government surveys he made on a possible extension of the Sorocabana, S. Paulo, line beyond Botucatu, an extension of about 350 kilometres from Botucatu to Tibagi and a line of about 130 kilometres from Sta. Rosalia to Nioac would place the capital of the empire in communication with the province of Matto Grosso. Another recommendation is the extension of the S. Paulo system through the province of Pernambuco to a junction with the Rio Grande do Sul lines.

A map annexed also shows in what manner various lines in the northern provinces might be connected. An engineer had reported that the lines of the Natal and Nova Cruz, Conde d'Eu, Great Western, Recife and S. Francisco, Alagoas Central and the Recife and S. Francisco (government) extension might be connected by constructing about 110 kilometres of road, and at an estimated cost of about 2,420,000\$.

The minister points out the advantages to be derived from such connections particularly to the two first named companies, which would save with the saving of the expenses of the administration of one. From Timbó, Bahia, to a junction with the Alagoas Central 350 kilometres of road would be

necessary, which passing through Sergipe and crossing the S. Francisco river would tap the Paulo Afonso line and the river navigation and complete the system with a length of 2,700 kilometres, embracing six provinces, with a population of over 3,000,000.

Moreover, Sergipe has no railway service, and can well support one, not at a cost of 123,000\$ per kilometre as estimated by Hugh Wilson & Son (the italics are the minister's), but at 20,000 to 22,000\$ at a maximum, which should be rare exceptions that of lines in the north. The minister summarizes his recommendations thus :

1st.—The extension of the Moçambique from the Paranaíba river to Jarinpeu in Goiás.

2nd.—The construction of the Alagoas road to connect the upper and lower Tocantins river.

3rd.—The extension of the Sorocabana line from Botucatu to the mouth of the Tibagi river.

4th.—The construction of a road from Sta. Rosalia on the Brilhante river to Nioac on the Mondego.

5th.—The extension of the Sorocabana through Paraná to unite the S. Paulo and Rio Grande do Sul systems.

6th.—The junctions of the railways in the northern provinces.

*Railway lines.*—With the inauguration of 42 kilometres of the Bahia extension, there were 1,874 kilometres in traffic on 1st May, and in advanced construction 334 kilometres. The total cost of all the lines was approximately 187,216,700\$, subject to revision. The total receipts for 1886 are stated to have been 12,987,951\$ and expenses 8,533,309\$ to 165, leaving a balance of 4,454,618\$ to 83, or 2.7 per cent. on the capital invested. The S. Paulo line left a balance of 5,088,934\$ to 41, in 5.2 per cent. on the cost; excluding this road the government lines had total receipts of 1,070,534\$ to 27 in 1885 and 1,119,174\$ to 94 in 1886, an increase of 34,645\$.

*Lines guaranteed by the general government.*—The extension of these lines is 2,775 kilometres, of which 2,605 are in traffic and 310 in advanced state. The capital guaranteed amounts to 167,021,593\$ to 38 at par, divided among 16 companies, of which 13 have their head-offices abroad. At 2.7 exchange the guaranteed capital of the foreign companies reaches 175,914,474\$ to 503 (2,16,125,352,17,647) or \$5,810\$ to 75 per kilometre. If the S. Paulo, Bahia and S. Francisco and Recife and S. Francisco lines, which averaged 172,055\$ to 52 per kilometre, are deducted, the remaining lines average 65,530\$ to 913, or more than double that of the three lines that have their head offices in the empire. Up to December 31st the amount paid out in guarantees reached 102,376,513\$ to 517, to which should be added 1,697,631\$ to 428 paid for fiscalization expenses. The receipts tend to increase, viz.: in 1885 the totals were 12,974,982\$ to 264 and in 1886 13,106,471\$ to 710, or an increase of 1,031,498\$ to 446, of which however 624,485\$ to 260 was on the S. Paulo line alone.

#### A TESTIMONIAL.

*Steamship Phœnix,*  
At sea off Rio de Janeiro, BRAZIL  
July 13th 1887.

Considering the very nice treatment received at the hands of Captain E. C. Baker, commanding this vessel during our voyage out from New York, and believing that such uniformly gentlemanly conduct is much appreciated by all passengers, we the undersigned deem it our duty as well as an exceptional pleasure to give this public manifestation of our thanks.

W. V. Dickins	S. F. d'Arango Jorge F.
Paul Langton	M. Soares de Macedo
P. G. Langton	Wm. M. Chace
Squire Sampson	M. A. Miller
Oscar Leal	R. Schleier Malheimer
John Thoburn	Nuno Petreto
Thos. Thoburn	Grace Vickery
R. W. Edgour	Marie Louise Hoyt
William T. Lewis	Marguerite Dickins
C. W. Houghton	Laura H. Hodges
Herman Pereira	C. W. Marshall Jr.
Joaquim Mairi	Cordelia P. Bells
H. V. Frock Rómano	E. J. Jennings
A. Rodrigues de Aranda	Wm. W. Kerse
P. Main e sua família	E. C. Bells

#### SUBSIDIZED NAVIGATION.

The following is the reply of the minister of agriculture to Senator Viroto de Medeiros motion for information as to the subsidized companies, which is dated on the 5th and published in the *Diário Oficial* of the 14th inst.

1st.—*How many navigation companies are subsidized by the general government?* The state subsidizes nine steam navigation companies.

2nd.—*What are the provincial subsidies granted to the said companies beyond the general subsidy?* The Brazilian company, 54,000\$ from the province of Amazonas. The Amazon Steam Navigation Company, Limited, 196,000\$ from the province of

Amazonas and 129,000\$ from the province of Pará. The Maranhense company, 9,300\$ from Pará. The Parnahyba company, 12,000\$ from the province of Piauhy. The Pernambucana company 24,000\$ from the province of Pernambuco. The Bahiana company, 128,000\$ from the province of Bahia. The Associação Sergipense, 12,000\$ from the province of Sergipe.

3d.—What is the capital of the various companies enjoying either general, or provincial subsidies?

Amazon Steam Navigation	5,390,000\$
Brazilera	5,000,000
Nacional	4,000,000
Bahiana	2,000,000
Pernambucana	2,000,000
Maranhense	2,000,000
Espirito Santo e Caravelas	1,600,000
Parnahyba	150,000
Associação Sergipense	150,000

4th.—What is the expense with the superior administration of the companies, that is with the directors, especially as to the presidents and each director?

Brazilera; president and 2 directors, 3,600\$ each	8,000\$
Nacional; president-manager 14,000\$, director-superintendent 10,000\$, 3rd director 6,000\$	30,000

Amazon Steam, president and 4 directors 4,800\$ each

Espirito Santo e Caravelas; president 10,000\$, 2 directors 3,600\$ each

Associação Sergipense; president and 2 directors

From the nett revenue 8 per cent. on the capital is divided; 15 per cent. goes to reserve fund; 5 per cent. goes to wear and tear, and the balance 30 percent. is paid the directory, of which two-fifths go to the president and three-fifths to the directors.

Bahiana; president and 4 directors, 5 per cent. of the nett profit is equally divided.

Parnahyba; president

Pernambucana

Maranhense

It is necessary to note that the Brazilera and Amazon companies, besides the directories, have managers who receive the first 30,000\$ and the latter 10,000\$; and also that the directory of the Espírito Santo e Caravelas company, beyond its navigation lines, superintends the construction works in the province of Espírito Santo, a railway, its property, 72 kilometers long, which it is said, will shortly be opened to traffic; finally the Maranhense company expends 11,000\$ in salaries of employees, as is seen from the expense account annexed to the last report of the company, which specifies no remuneration to the directory, and it appears that the service is gratuitous.

To conclude, I must declare that, since Law No. 3,150 of November 4th, 1883, the incorporation or organization of these companies and alterations in their by-laws do not depend upon the imperial government, and that it is possible there may have been modifications of capital of some companies whose seat is out of this capital, without any official knowledge.

## LEGISLATIVE NOTES.

July 13.—In the Senate Sr. Medeiros attacked the excessive emoluments of directors, etc., of subsidized navigation companies and asked that the information relative to these be published. The session was of little interest. In the Chamber Deputy Olympia Campus again referred to Senator Taunay's ideas, and concluded by hoping that the senator's judgment might be repented, in the benefit of the country. Deputy Claves proposed that the government should supply 40,000\$ to enable the railway exposition to be transferred to the Paris exposition. In replying to preceding speakers on the estimates of the foreign office, the premier said that Paraguay was in no position to settle its debt to Brazilian claimants and wrote the position of the Treasury better he would advocate the cancelling of a part of the debt to the Paraguayan; he would support a claim for indemnity in land, if the creditors had no other recourse. As to the Urugayan debt, negotiations were in progress tending to a settlement. Deputy Afonso Celso Junior also spoke. The estimates of the department of justice were discussed by Deputies Salles and Peixoto.

July 14.—In the Senate the session was of little interest. The motion of Senator Medeiros for information as to whether the Supreme Court had granted an appeal from the decision against the government in the Forges et Chantiers matter was rejected. There was no session in the Chamber, on account of the death of one of the deputies from Alagoas.

July 15.—In the Senate the session was of no general interest. In the Chamber the premier read a project to open a credit for 60,000\$ for the Argentine boundary commission, the minister of empire another for the reform of the law faculties, and the minister of agriculture yet another for reforming provincial legislation. Deputy Afonso Celso Junior asked that Sr. Jaguari's emancipation scheme be placed on the order of the day; the request was rejected.

July 16.—No session in either Senate or Chamber.

July 18.—In the Senate after some remarks by Senator Medeiros, Senator Silveira Martins moved for certain information, among which was a query as to the contract between the province of Rio de Janeiro and Sr. Montilho regarding the Cantagalo railway. The session was of little interest. In the Chamber the session was of no general interest whatever.

July 19.—In the Senate the minister of finance made a long speech in explanation of his connection with the Cantagalo railway business, and Senator Prado referred to the Rio Grande do Sul bar. Senators Meira do Vasconcelos, Saravia, Avila and Candido Oliveira spoke on the bill for contracting river service. In the Chamber Deputy Mattoz Camara asked to be excused as chairman of the committee that reported the estimates of the department of empire; the Chamber refused the application. It appears that certain cuttings in the budget passed by the Chamber will be re-established in the Senate. The session was of little interest.

July 20.—In the Senate Sr. Saravia defended the liberal cabinet against charges made in the Chamber by the premier. Senators Paulino, Afonso Celso and the minister of empire spoke in reference to the empire budget made in the Chamber which will be thrown out in the Senate. In the Chamber the minister of agriculture asked for a considerable credit, the greater part of which is destined to the Bagé and Uruguayan railway. The session was of little interest.

July 21.—In the Senate Sr. Dantas spoke on Senator Saravia's motion for information regarding financial operations and moved for further information. The minister of war and Senator Prado spoke in favor of the subsidy for the navigation of the Tocantins, Araguaia and Vermelho rivers. Senator Medeiros was severe on the recent loss of the Rio Ape and would refuse his vote to further subsidies. In the Chamber Deputy Maciel asked whether the ministry was in a crisis. The minister of agriculture stated that the minister of empire had asked to resign, but that the ministry was not in a critical position. A motion of Deputy Afonso Penna to adjourn was lost. Deputy Lourenco Albuquerque also elicited the resignation of the minister, and Deputy Afonso Celso Jr. stated that the cabinet had used indirect means to bring about this resignation. The opposition availed of the department of foreign affairs budget discussion and that of marine to return to the attack, but nothing of interest occurred.

July 22.—In the Senate the resignation of the late minister of empire occupied nearly the whole session. The opposition sought to prove that not only the minister of empire should have resigned, but the whole cabinet with him, which proposition it is unnecessary to state was combated by the government and its adherents. In the Chamber the minister of agriculture explained the business which occupied the session in the Senate. The speeches made by the opposition were similar in character to those made by the opposition senators.

—By imperial decree of the 21st the resignation of Barão de Mamoré as minister of empire was accepted, and Deputy Manoel do Nascimento Machado Portella was appointed to the vacancy.

## PROVINCIAL NOTES.

—There were 42 burials in the public cemetery at Santos during the month of June.

—The establishment of a woollen factory is being talked of in São Paulo.

—A virulent epidemic of small-pox is raging at Ribeirão, near l'Indomitable, São Paulo.

—A telegram from Pernambuco on the 16th says that over a thousand slaves had been voluntarily liberated in that province since 1st inst.

—The machinery and workmen for a new glass factory are expected to arrive at São Paulo in a short time.

—The national schooner *Águia* was wrecked on the Rio Grande coast, nine miles south of the bar, on the 11th inst.

—The receipts of the Santos postoffice during the fiscal year 1886-87 amounted to 63,551\$489 and the expenditures to 17,773\$330.

—The June receipts of the Rio Grande custom houses amounted to 455,194\$288, or 3,951\$441 less than in the same month of 1886.

—The senatorial election in Rio de Janeiro (province) has resulted in the election of the conservative ticket by an overwhelming majority.

—The inquests of Santos are still expecting that the minister of agriculture will soon settle the harbor improvements question of that port.

—There was a meeting of planters at Casa Branca on the 17th inst. to organize an agricultural club.

—The São Paulo papers declare that the discovery of the Curiçá treasure by Sr. Motta Jr. was a *canard*, originated by another party during Sr. Motta's absence.

—The provincial sanitary board of São Paulo sent vaccine to 32 different localities on the 13th inst. It would appear that the people of that province are having a reasonably lively time of it.

—A new credit, amounting to 150,000\$ was opened in the São Paulo provincial treasury on the 13th inst. to meet the expenses of various migration jobs.

—The recent heavy rains at the south have caused an unprecedented overflow of the Rio Jaguari, in Rio Grande do Sul. The heavy rains caused considerable damage in various parts of the province.

—A hail-storm is reported from Brotas, São Paulo, about the middle of the month, which is said to have caused considerable injury to the coffee trees. There seems to be a slight vagueness about the date, however.

—We see by our northern exchanges that the American packet *Altair* ran aground going out of the Pará river on her homeward voyage, and had to wait about 24 hours for high tide before she could get afloat again.

—The municipal council of Campinas has purchased a photometer to measure the intensity of gas lights. Here in Rio, photometers are not required, for the poverty of the gas light can be seen with the naked eye.

—The correspondent of the *Jornal* writing on the 10th inst. from São Paulo states that the president of the province will shortly contract with the association for introducing immigrants for 20,000 Europeans to arrive within the year.

—One of the São Paulo geographical and geological commission has recently examined the supposed coal mines near Cerquilho, on the Sorocabana railway. He found trifling veins, but none of sufficient importance to warrant opening a mine.

—Advices from Rio Grande state that a multitude of persons had gathered at different points along the coast waiting for the wreckage of the Rio Ape and other vessels. These wrecks of the Rio Grande coast do not enjoy the best of reputations.

—An important surgical operation is reported from Itatiba, São Paulo. A physician injected 400 grammes, about 14  $\frac{1}{4}$  oz. of some chemical mixture into the veins of a woman, who was apparently dying from exhaustion, and the result is said to have been perfectly satisfactory.

—We are informed by the proprietor of one of the Petrópolis hotels that the item in our last issue, relative to an outbreak of small-pox there, is unfounded. He says that there are only two cases in the place, both brought from Rio. We make the correction with pleasure, adding only that our information was from local journals.

—The heavy duty on meat imported into Brazil from the River Plate republics has called the attention of English capitalists to the splendid grass lands of Southern Brazil. A Liverpool capitalist has already purchased 80,000 acres in the province of Paraná, and now it is stated that two gentlemen have acquired over a million of acres in the same province. —Money, June 22nd.

—A correspondent of the *Jornal* writing from Victoria on the 23rd inst. estimates that the coffee crop of Espírito Santo last year was of a value of 10,000,000\$ and states that in 1887-88 the crop will be as large, if not larger, owing to new plantations. And further that in a short time the province will produce 400,000 to 500,000 bags, if labor is supplied and the means of communication improved.

—The June receipts of the Pernambuco custom house were as follows, compared with the same month of last year:

Custom house	741,374\$780	1,155,137\$839
Recebedoria geral	42,653\$134	41,514\$399
Recebedoria juiz	113,751\$746	136,401\$780

—The receipts of the Beberibe water works company of Pernambuco during its last fiscal year, ending 30th April last, amounted to 226,359\$410 and expenditures to 63,734\$940, leaving a surplus of 162,625\$870. Two dividends of 4\$400 per share each, or 8.8% per annum, were paid, and a half yearly dividend of \$500 per share was paid in May of the current year. The expenditure on new works during the year amounted to 501,063\$40.

—The *Correio de Santos* of the 18th laments the great stagnation in the coffee trade and the prejudices which it is causing. But what else can be expected? If planters, dealers and merchants all conspire to force prices to an unreasonable figure, and holders then refuse to accept the inevitable decline, a paralyzed trade is inevitable. We are inclined to think that "coffee syndicates" are proving to be very costly undertakings for the country.

—The *Germania* of São Paulo has recently published a German translation of the constitution of Brazil.

—The senatorial election in Minas appears to have resulted in the choice of Manoel José Soares, Evaristo Viegas and Cesario Alvim—two conservatives and one liberal.

—In the fiscal year, 1886-87, the exports from Maceió were 511,132 bags of sugar and 89,812 bales of cotton, against 156,828 bags and 27,145 bales for the preceding year.

—A celebrated knife artist named Florentino Xavier was captured on Ilha Grande the other day. He has killed only three persons thus far, but then his career had only just begun.

—The meteorologist of the São Paulo geological and geographical commission gives the total rainfall at the city of São Paulo during the year 1886-87 as 1471.5 millimetres, distributed over 186 days. The heaviest monthly rainfall was in January, 299.9 millimetres. The average temperature for the year, in the shade, was 63.7° Fahr., with an absolute maximum of 93.5° and a minimum of 35.9°.

—There were two proposals opened on the 21st for the gas lighting of the city of Niteroy. Sonza & Co. propose to light the city with pent gas [turfo] at the rate of 220 reis for each cubic burner and 220 reis per cubic metre for private consumers, the contract to be for 35 years. Henrique Prianhe, the author of the present inferior service in this city, accepts all the conditions imposed and fixes the price at 220 reis per cubic metre. To prevent Niteroy from being better lighted than Rio de Janeiro, let us hope that Prianhe's offer will be accepted.

—Here is a little item culled from an editorial article in the *Diário Mercantil* of São Paulo especially for the coffee bulls. In 1879 Dr. Martinho Prado purchased land in the then almost unknown district of Ribeirão Preto for a coffee plantation. The land had a few coffee trees, but it was 20 leagues from the railway, and its resources were untilized. He at once began clearing the land and procuring free labor for the service. Now, eight years only have lapsed, and with the following results: a railway has reached that locality; the plantation possesses about 500,000 bearing trees, and a large number of new trees; and the present coffee crop is estimated at from 60,000 to 70,000 *arobas*. This same plantation, called "Alhertina," has a capacity for about 600,000 trees more, and the same proprietor is now opening up another great plantation on the Mogi-guaçu, near the station of Martinho Prado, on which it is expected that 2,000,000 trees will be planted in the next two years.

## RAILROAD NOTES.

—The construction of the Rezende and Araras extension has been begun.

—The president of São Paulo has authorized the provisional opening of the section of the Sorocabana extension between Laranjal and Conchas.

—The bill of the São Paulo and Rio de Janeiro company for the transportation of immigrants in March and April amounts to 8,162\$380.

—It is expected that the Mogyana extension will be completed to Jaguá in October next. The bridge across the Rio Grande will have an extension of 500 metres.

—The Minas and Rio railway has been authorized to charge to working expenses the sum of 6,000\$ to be expended in building the Soladele station.

—The São Paulo tramway company is to hold a special meeting on the 28th inst. to discuss a revision of its by-laws, an extension of its lines and an increase of capital.

—The April receipts of the Paulista company amounted to 286,159\$240, and the expenditures 107,289\$230, leaving a surplus of 179,170\$010. This increases the surplus since January 1st to 869,713\$470.

—The Sorocabana railway company has applied for permission to explore for coal in the neighborhood of Cerejilho station, São Paulo. The provincial geological commission, however, has given a very unfavorable opinion upon the value of the deposit.

—The executive council of the Club de Engenharia has chosen the following gentlemen to direct the Brazilian section at the approaching railway exposition in Paris: Drs. Pedro Belim Paes Leite, Manoel Maria de Carvalho and José Carlos de Carvalho. The complexion of this commission indicates a strong immigration propaganda in connection with the fine display of photographs which they will take with them. An appropriation of 40,000\$ has been asked in the Chamber to pay the expenses. No one has yet explained what good is to result from such an exhibition.

The Jane receipts of the Carangola railway amounted to 34,126\$280. The expenditures are not published.

The Megyana directory has resolved to change the name of the station of Rio Pardo to the short and euphonious one of "Visconde de Parnahyba." The compliment is a fitting one without doubt, but why use the gentleman's title? Some of these days he will be made a "comte" and the station will then have to undergo another change of name.

The *Journal* of the 22nd says that some shareholders in the Macnáé and Campos company recently addressed an inquiry to the minister of agriculture asking if their line could be connected with the Leopoldina in case of a fusion between the two companies. On the 21st it was reported that the inquiry had referred to the director of the D. Pedro line, who has reported against it. This will strike foreigners as a very novel way of deciding such questions, permitting one company to restrict the development of another.

The public sale of the Cantagallo railway by the province of Rio de Janeiro is announced to-day (23rd) at an asking price of 8,000,000\$ for the trunk and Rio Bonito branch. Several protests have recently been published, which do not reflect much credit on the provincial government. The road was once sold to an English syndicate and the money was ready to be paid in, when it was cut off by robbery. The corruption and disregard of agreements shown in this transaction is something which honorable Brazilians will be very glad to forget.

## LOCAL NOTES

The small-pox hospital on Sta. Barbara island was inaugurated on the 18th inst.

Microbiology is good. We do not know exactly what it means, but no one can complain of the word.

The *Journal* on the 18th gives the *capoeira* a terrible hammering. How much good it will do, remains to be seen.

On and after the 1st proxima a relictioñ of 20% will be concealed on all press telegrams over the state telegraph lines.

The steamer *Rio Jaguárdia* of the southern line, last near Maldonado, Uruguay, on the 16th was insured for 235,000\$ in native companies here.

The talented pianist Alberto Freirelthal, assisted by some of the best known musicians of the city, is giving a series of historical concerts at the Conservatory of Music.

We hear that Viscount Bary has returned home, carrying with him plenty of compliments and good wishes, but no settlement of the Rio Grande do Sul railway controversy.

The *Journal* of the 21st calls for a meteorological service for the use of navigators along the coast. What good will such a service do when the telegraph offices close up as soon as a storm breaks?

The minister of agriculture has instructed the director of telegraphs to charge all telegram addresses as one word when the number of words do not exceed five words, any excess over that number to be charged according to the regular tariff.

A telegram from Montevideo several days ago announced the foundering of two boats belonging to the British corvette *Ruby* during the great storm, and the loss of between 30 and 40 lives. A subsequent telegram gives the welcome news that no lives were lost.

The *Pall Mall Gazette* recently complains that there is no British national costume. Is not the *Gazette* rather out? Our ancestors used to wear full suits of wool, and native Americans to this day, in many cases, go about in their natural buff. What if the complainant adopts the ancient Briton costume?

Ex-Dictator Santos left for Buenos Aires on the 16th by the *Trent*. The local press state that he proposes to fix his residence in the province of Entre Ríos. It looks very much as if it days were in store for Uruguay. The arrival of Gen. Latorre, Gen. Santos' predecessor, and the departure of the latter are a disquieting coincidence at least.

It is gratifying to note that Sr. Antonio Alfonso de Albuquerque, of Ceará, has recently invented a very convenient and comfortable life-preserver for the use of steamship passengers. It is nothing less than a steamer chair, provided with air chambers. When a voyager is about to be wrecked, all he has to do is take a front seat in his chair and then keep his seat until the play comes to an end.

Some one has recently vented in protest against the practice of smoking in the theatres during the progress of the play. It is a gross piece of impoliteness, of course, but then what can he do? There is no place exempt from the practice of smoking, and there is no one so inconsiderate and selfish as the habitual smoker. We doubt whether there is any place in the world where there is less real politeness than in Rio de Janeiro.

Report has it that unless something be done we are to see the coffee brokers parading the streets proclaimed, "We are starving!"

We hear that the U. S. corvette *Trenton* is now on her way out to this port with officers for the relief of those now on this station.

The question is asked why the Emperor honored Lesepe and his canal company with a visit before calling upon President Grévy.

It is said that there will be one inconsolable mourner over the withdrawal of Barão de Mamrú from the department of empire—the indefatigable sanitary engineer J. J. Revi.

The judicial tribunal of the national treasury has relieved the Ouru Preto Gold Mines of Brazil company from the fine imposed for not paying the tax in the transmission of its property.

The Emperor and Empress arrived safely at Lisbon on the evening of the 15th, at Madrid on the 18th, Bordeaux on the 19th and at Paris on the morning of the 21st inst.

There were 207 deaths in Rosario, Argentine Republic, in June, of which 77 were from small-pox. Estimating the population at 50,000, this gives an annual average of nearly 50 per thousand.

It is hard enough to be hampered and feel sure; but to be hampered and be in blissful unconsciousness, the fact is worse. Will not that little *Sao Paulo* paper that wants one scalp send us a copy of their effusion? We will pay the postage.

Among the passenger arrivals on the American packet *Finance* was Commander Francis W. Dickins, U. S. N. A., who comes out to take command of the U. S. steamer *Talpopsis*, now on this station. Commander William Whitehead returned home on the *Finance*.

One of the buildings of Dr. Eirias' hydropathic establishment on the Rua de Olímpia, Botafogo, known as the Hotel *Barneiros*, was almost entirely destroyed by fire on the forenoon of the 17th. Carelessness appears to have been the cause. The losses in furniture, building and personal effects are estimated at about 100,000\$.

Now that the services of the recent minister of empire have been appropriately recognized in the presentation of an album, would it not be in order for the importers to present the minister of finance with an oil portrait of himself for his extraordinary efforts to keep up the rate of exchange?

The annual meeting of the British Subscription Library was attended by no one. The committee will endeavor to re-organize the library and have already succeeded in obtaining some 20 new subscriptions.

It seems a pity that so little interest is shown in the matter, and we trust the efforts of the committee will be crowned with success. Rev. C. N. Tanner and Messrs. Cox, Cross, Rutherford, Smart, Hampshire and Taylor form the committee.

The chief of police sent a circular letter to his *subdelegados* on the 20th in regard to their duties at theatres. He called their attention to the regulations requiring their presence at the opening and their departure at the closing of every performance, and the exclusion of all private parties from the police box. He also directs that they shall use their authority to prevent smoking and the wearing of hats in the theatre during the performance. We are very glad to commend these instructions, and we hope they will be rigidly and impartially enforced.

Baú de Teffé wants to fight Senator Viriato de Meléteiros, who called him a *garoto baronizado*. If the Senator will not fight, the Baron declares he will consider him a fit subject for the lunatic asylum. If he does fight, public opinion would send him there. The Senator seems in a box. The Baron has just published his second card in which he calls the tall, bald Senator a coward and several other bad names which look respectable only in the columns of the *Journal*. If now the Senator will only go around to the hydropathic office and pull the blood-thirsty Banni's nose, he shall have the very best obituary notice this office can supply.

It now seems certain that the Brazilian steamer *Rio Ape* was lost off the Rio Grande bar in the storm of the 12th. Pieces of the wreck have been washed ashore, but not one out of the 120 persons on board appears to have been saved. The *Rio Ape* was a small river steamer, fitted up for ocean service, and in very bad condition besides. It is said that she left here with some of her dead lights out, and the holes plugged up with pieces of wood. She was so bad that even the native insurance companies would take no risks on her. Another steamer of the same company, the *Rio Jaguárdia*, was lost near Maldonado, Uruguay, on the 16th, while searching along the coast for the *Rio Ape*.

The *Journal* of the 21st calls attention to the shameful extortions practised at some of the foreign consulates in this city in the matter of passports, particularly at the Portuguese consulate. The police will not permit a foreigner to leave the country, or even go to another port, without presenting his passport at the central police office, which must visit at his consulate. It would seem that the Portuguese usually leave their passports at their consulate, where they are sent, on their arrival, by the port officials. The other day a poor man went here after his passport and was charged a mil reis a year for the time it had been there on deposit. As these documents are of no earthly use in this country, and as they do not yield any revenue whatever except to Brazilian consuls abroad, it would be a matter of justice and good policy to repeal the laws regarding them.

It is reported that a commission of merchants will to-day (23rd) present a elegantly-bound album to Barão de Mamrú, the retiring minister of empire, for his great service in keeping the cholera out of Brazil. Now let a commission of physicians present him with another album for keeping smallpox in Brazil and the ex-minister will have the satisfaction of knowing that all his strong points have been fully recognized.

Like Diogenes seeking an honest man, we have been seeking public opinion. We are assured that it is not represented in the press; that the audiences at republican and abolition meetings do not represent it. In fact we are fully assured that public opinion in Brazil is a fiction, and has little, if any, influence in politics. The majority of the electors are, more or less, dependent on the government and vote as the government wishes. Public opinion, a fiction in a country that professes to be ruled by a constitution, is an difficult a conundrum that we give it up.

## PUBLICATIONS RECEIVED.

*Historia de Gil Bias de Santinha*, parts 80, 81 and 82, and *Padots de La Fontaine*, parts 41 and 42. Lisbon: David Conzetti, Rio de Janeiro: José da Cunha.

*A Ilustração*, Vol. IV, No. 9. Is fully up to its high standard of illustration. This number contains an exceptionally fine and pleasing portrait of the poet Leontine de Lishi.

*Relatório relativo a Páscoa Normal, Jardim Botânico e Asilo Agrícola*. The annual reports of the president of the Instituto Fluminense de Agricultura and the director of the Botanical Garden and experimental farm, which were presented to the ministry of agriculture for the past year.

## COMMERCIAL

Rio de Janeiro, July 23d, 1887.

Par value of the Brazilian milreis (1\$000), gold 27 d.

do 100s. do 27 d. 100s. U. S. do 100s. per £1. 14s. 9d.

do 100s. U. S. do 100s. per £1. 14s. 9d. 100s. per £1. 14s. 9d. in Brazilian gold. 8s. 89s.

Banknote of exchange on London to-day. 2955 d.

Present value of the Brazilian milreis (paper). 8334s. gold.

do 100s. at \$1. 80 per £1. 14s. 9d. 100s. per £1. 14s. 9d. in Brazilian currency (paper). 2. 200s.

Value of £ sterling " 103.07

## EXCHANGE.

July 14.—Rates at the banks were 22½—23½ on London.

422, 431 and 425 on Paris and 29½—30 on Hamburg at 90s. 80s. 28½—29½ on New York at sight. The English Bank named no rates and the market was very quiet. Nothing doing in commercial paper. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

The English Bank named 22½ on London, the London and Brazilian continued at 22½. From second hands bank sterling was reported at 22½. Commercial sterling was quoted at 22½, 21 1/2 and 22½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 70s.

July 16.—Rates at the banks were unchanged and little doing. From second hands bank sterling was reported at 22½ and commercial was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 19.—The market was quiet, but very firm. Bank rates were 22½ on London, 422, 423, 425, 427 and 429 on Paris and 29½ on Hamburg at 90s. 80s. 28½—29½ on New York at sight.

In bank sterling business was reported at 22½ and from second hands at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 20.—Bank rates were unchanged and little doing. From second hands bank sterling was reported at 22½ and 23½ and from second hands commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 21.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 22.—Rates at the banks were unchanged but the market was considerably less firm. Business in bank sterling was reported at 22½—22½ and at 22½—23½ from second hands. Bank francs 422 and commercial 106—107. Bank of Hamburg 572. Commercial sterling was quoted at 22½—22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 23.—The banks are unchanged but the market is considerably less firm. Business in bank sterling was reported at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½—22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 24.—Bank rates were unchanged and little doing. From second hands bank sterling was reported at 22½ and 23½ and from second hands commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 25.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 26.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 27.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 28.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 29.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 30.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 31.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 32.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 33.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 34.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 35.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 36.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 37.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 38.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 39.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 40.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 41.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 42.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 43.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 44.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 45.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 46.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 47.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 48.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 49.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 50.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 51.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 52.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 53.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 54.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 55.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 56.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 57.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 58.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 59.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 60.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 61.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 62.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 63.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 64.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 65.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 66.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 67.—There was no change in official rates. Business was reported in bank sterling at 22½—22½ and at 22½—23½ from second hands. Commercial sterling was quoted at 22½ and 23½. Sovereigns closed with buyers at 105s. 60s., sellers at 105s. 60s.

July 68.—There was no change in official

## LATEST LONDON QUOTATIONS OF BRAZILIAN STOCKS AND SHARES.

EXTRACTED FROM "THE STATIST" AND "RAILWAY NEWS" OF JULY 2ND.

## GOVERNMENT STOCKS.

1865 4½ per cent. loan	99-100
1865 5 " " " 100-101	
1871 5 " " " 101-102	
1875 5 " " " 100-101	
1879 4½ " " " 93-97	
1883 1½ " " " 93-95	
1886 5 " " " 99-100	

## GOVERNMENT RAILWAYS.

20 Alagoas, Lím. 7 per cent. guaranteed	15½-16½
100 do deb. 6 " " 107-109	
20 Bahia a S. Francisco 7 per cent. guaranteed	23-23
20 Brazilian Great Southern	16-17
100 do deb. 7 per cent. " 103-107	
100 do deb. 6 per cent. " 103-105	
20 Braz. Imp. Central Bahia " 10-20	
100 do deb. stock 6 per cent. " 113-115	
100 do deb. 6 per cent. " 113-115	
100 Campus & Cariacica deb. 5½ per cent. " 101-103	
20 Conde d'En. Lím. 7 per cent. guaranteed " 15½-16½	
100 do deb. 5½ per cent. " 102-104	
100 D. Theresia Christina deb. 5½ per cent. " 83-88	
20 do 7 per cent. guaranteed " 7-8	
20 Great Western of Brazil 7 per cent. guaranteed " 18-19	
100 do 6 per cent. deb. stock 5½ per cent. " 110-121	
20 Imp. Bahia, Matto & Nova Cruz 8½-9½	
100 do deb. stock 5½ per cent. " 95-97	
100 Minas & Rio Lím. 7 per cent. guaranteed " 108-110	
100 do deb. 6 per cent. " 108-110	
100 Mopanqui deb. 5 per cent. " 103-104	
100 Pern. Alegre & Novo Hamburgo deb. 6½ " 93-101	
100 Recife a S. Francisco 7 per cent. guaranteed " 102-104	
100 do deb. 5½ per cent. " 102-104	
20 S. Paulo 7 per cent. guaranteed " 43-45	
100 S. Paulo & Rio deb. 6 per cent. " 113-115	
100 do deb. 5 per cent. " 106-108	
20 Southern Brazilian " 103-104	
100 do 6 per cent. interest " 116-118	
100 West. S. Paulo deb. 7 per cent. " 110-112	

## MISCELLANEOUS.

15 Anton Stearn Navigation	9-10
10 English Bank of Rio de Janeiro	13½-14½
10 London & Brazilian Bank, Lím.	17-18
20 Rio City Improvements	—
100 Rio de Janeiro deb. 5 per cent. " 101-102	
20 Rio street Improvements, Lím. " 13½-15	
100 Rio, Santos & Bahia deb. 5 per cent. " 11-11½	
100 do bonds 5 per cent. " 106-108	
100 West. & Min. Tel. Lím. " 104-105	
7½ do prefer. " 85-85½	
100 do deb. 5 per cent. " 104-105	
100 do deb. 5 per cent. " 101-102	
100 London, Plat. & Brazil Tel. Lím. " 102-103	
100 do 6 per cent. deb. " 102-103	
20 Bahia G. & P. deb. 5 per cent. " 21-23	
20 Pern. " 40 " 21-23	
100 São Paulo deb. 5 per cent. " 112-115	
100 S. John de Rey gold mine " 910-1010	

## DAILY COFFEE REPORTS.

Rio Association Commercial daily telegraph to New York regarding position and quotations of the Coffee market.

## MARKET REPORT.

Rio de Janeiro, 23rd July, 1887.

## EXPORTS.

Coffee.—We have but very little to report. The views of holders and exporters are said to vary so very considerably that brokers do not look for an early resumption of business. Holders have an undoubted right to value their stocks at their pleasure; but exporters are likely to estimate values according to their ideas, and the "inevitable conflict" that will ensue will prove of advantage to one, or the other side. The producer of coffee seems to us on the weaker side, nothing but absolute scarcity will induce consumers to pay the extreme prices holders here are asking, and the question seems to be which can hold out longest; the planter heavily weighted with the charges on his crops, which rapidly increase the cost of these, or the consumer who is not entirely confined to Brazil for his necessary supply, but may by a judicious division of his purchases avail of markets that have a less exaggerated opinion of the value of the bean. Both sides seem obtinate at present, and the complaints of the coffee brokers are not perhaps so loud, as they are deep. On the 10th brokers resumed quotations, although we can learn of no transactions at the prices quoted. Receipts have been restricted, and stock increases slowly; such receipts as we likely to be registered for this month are probably unique in the trade.

The sales as reported since our last have been:

3,313 bags for the United States
127 " " Cape of Good Hope
3,056 " " Elsewhere
6,356 bags,

The clearances for the same period are:

## UNITED STATES.

Aug.

July 13 New York Amer. str. Finance

3,333

Europe

July 13 Hamburg Ger. str. Riva

115

Elsewhere

July 15 River Plate Br. str. Tivoli

1,500

21 Valparaiso " Galicia

100

Receipts for the past nine days have averaged 2,291 bags per day, against 3,656 bags for the preceding ten days. The daily average since the 1st inst. has been:

3,051 bags,

against 8,588 in 1886

11,374 " 1885

9,478 " 1884

8,672 " 1883

7,777 " 1882

10,792 " 1881

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## GOVERNMENT AND PROVINCIAL BONDS

				EMISSION	CIRCULATION	DENOMINATION	INTEREST	NOMINAL VALUE	LAST SALE	LAST QUOTATIONS	
Osmund O'Brien.....	Greenock	20 June									
Parth.....	Caiffell	21 May									
Pembrokehire.....	London	21 May									
Paragon.....	Newport	11 June		313,672,100\$000	120,478,000\$000	Apolices..... Jan. July.....	5 1/2%	200-1,000	340\$000	940\$000-945\$000	
Pellins.....	Antwerp	2 July		1,158,400 000	1,197,200 000	do	do	1,000 000	1,245 000	—	
Patned.....	Blyth	2 July		193,600 000	119,000 000	Gold Loan of 1868..... Apr., Oct.....	6 1/2%	1,000 000	1,245 000	—	
President.....	New York	28 May		30,000,000 000	20,657,500 000	do 1879..... Jan., Apr., July, Oct.....	4 1/2%	1,000 000	1,190 000	—	
Petarch.....	Antwerp	..		51,850,000 000	38,185,000 000	Province of Rio de Janeiro..... Jan., July.....	6 1/2%	200-500	100 00	—	
Pezuenera.....	Caiffell	23 June		10,213,100 000	7,950,000 000	HYPOTHECART NOTES.					
Prince Amadeo.....	Liverpool	29 May				Brasil..... June, Dec.....	5 1/2%	100 000	99 1/2%		
Prince Frederik.....	Antwerp	14 June				Credito Real do Brasil..... Jan., July.....	5 1/2%	100 000	99 1/2%		
Prince Regent.....	Liverpool	19 May				do gold..... do gold.....	5 1/2%	11,55	87\$500	87 000	
Rozella Smith.....	New York	..				do de S. Paul..... Apr., Oct.....	6 1/2%	100 000	85 1/2	82 1/2	
Servne.....	Baltimore	16 June				Piedras..... May, Nov.....	6 1/2%	100 000	70 00	—	
San Francisco.....	Newport	..								—	
St. Hwy Laurence.....	Puget Sound	..									
Sofrid.....	Rosario	..									
Souled.....	Rosario	..									
Spener.....	Cardiff	3 June									
Scotia.....	Marseilles	7 June									
Skjold.....	Brunswick	7 June									
Taritta.....	Namros	28 Apr.									
True Briton.....	Gelle	25 May		500,000\$000	2,500	All 200\$000	22,000\$13	190\$000	105\$000	July 1887	
Union.....	Grenock	18 June		1,000,000 000	165,000 000	All 200	7,000\$15	600 000	9 000	July 1887	
Unanum.....	Cardiff	7 June		1,000,000 000	30,000 000	All 200	1,900\$21	510	225 000	10 000	July 1887
Vale.....	New York	8 June		1,000,000 000	10,000 000	All 200	3,724 490	75 000	9 000	July 1887	
Vibilia.....	Penscola	..		1,000,000 000	30,000 000	All 200	1,060,000	100 000	10 000	July 1887	
Victoria.....	London	..		1,000,000 000	15,000 000	All 200	1,060,000	100 000	10 000	July 1887	
Wadeville.....	Rangoon	2 Apr.		1,000,000 000	10,000 000	All 200	1,060,000	100 000	10 000	July 1887	
Waltikka.....	Penscola	28 May		1,000,000 000	5,000 000	All 200	1,060,000	100 000	10 000	July 1887	
Zuhra.....	Brunswick	13 June		1,000,000 000	5,000 000	All 200	1,060,000	100 000	10 000	July 1887	

## ARRIVALS OF FOREIGN STEAMERS.

DATE	NAME	WHENCE FROM	CONSIGNMENT TO	CAPITAL	SHARFS	ISSUED	VALVE	PAD 14	NAMES	RESERVE FUND	LAST SALE	LAST DIVIDEND	Paid	LAST QUOTATIONS
July 14	Count Br.	Soudan*	1/20	500,000\$000	2,500	All 200\$000	200	200	Angular.....	22,000\$13	190\$000	105\$000	July 1887	—
14	Count Br.	London	21 May	1,000,000 000	165,000 000	All 200	200	200	Brazil.....	7,000\$15	600 000	9 000	July 1887	—
14	Louis Fr.	Gens.....	21 May	1,000,000 000	60,000 000	All 200	200	200	Commercial do Rio Janeiro.....	1,900\$21	510	225 000	10 000	July 1887
15	Elstow Br.	London	25	1,000,000 000	30,000 000	All 200	200	200	do do a series.....	9 000	2 000	9 000	July 1887	—
15	Finance Amer.	New York	21	1,000,000 000	8,000 000	All 200	200	200	do S. Paulo.....	1,060,000	100 000	10 000	July 1887	—
16	Anauncat Br.	Valparaiso	21	1,000,000 000	10,000 000	All 200	200	200	Comercio.....	1,060,000	100 000	10 000	July 1887	—
17	Col. Br.	London	21	1,000,000 000	10,000 000	All 200	200	200	do 3 series.....	1,060,000	100 000	10 000	July 1887	—
17	Paraguay Ital.	Gens.....	21	1,000,000 000	10,000 000	All 200	200	200	Credito Real Brazil.....	56,874 707	60 000	4 000	July 1887	—
17	Cavier Br.	Porto Alegre	21	1,000,000 000	10,000 000	All 200	200	200	do de S. Paulo.....	110,714 443	51 000	4 000	July 1887	—
17	Alce Br.	London	21	1,000,000 000	10,000 000	All 200	200	200	Debreleit.....	2,000,000	100 000	10 000	July 1887	—
17	Galicia Br.	Liverpool	21	1,000,000 000	10,000 000	All 200	200	200	Englefield, Limited.....	1,060,000	100 000	10 000	July 1887	—
17	Phila Br.	New York	21	1,000,000 000	10,000 000	All 200	200	200	International and Mercantil.....	91,000 000	100 000	10 000	July 1887	—
17	Sally Fr.	Havre	21	1,000,000 000	10,000 000	All 200	200	200	Internacional.....	1,060,000	100 000	10 000	July 1887	100 500-101 000
17	Buenos Aires Gr.	Hamburg	25	1,000,000 000	10,000 000	All 200	200	200	London and Brazilian, Limited.....	1,060,000	100 000	10 000	July 1887	—
17	Rio Gr.	Rosario	25	1,000,000 000	10,000 000	All 200	200	200	Mercantil de Santos.....	500,000	60 000	6 000	July 1887	—
17	Osmeque Fr.	Bordeaux	25	1,000,000 000	10,000 000	All 200	200	200	Rio de Hypothecario.....	2,124,019 354	285 000	10 000	July 1887	—
17	Riutakka Br.	Lytton	25	1,000,000 000	10,000 000	All 200	200	200	União de Credito.....	77,840 753	66 000	1 400	Sept. 1887	—

## DEPARTURES OF FOREIGN STEAMERS.

DATE	NAME	WHENCE TO	CARGO	CAPITAL	SHARFS	ISSUED	VALVE	PAD 14	NAMES	THAWWAWS	LAST SALE	LAST DIVIDEND	Paid	LAST QUOTATIONS
July 14	Congo Fr.	Boulogne*	Sundries	500,000\$000	2,500	All 200\$000	200	200	Bahia e Minas.....	120 000	7 00	May 1887	—	
14	Menibus Gr.	Hamburg*	Same cargo	1,000,000 000	165,000 000	All 200\$000	200	200	do de debentures.....	184 000	8 00	May 1887	—	
14	G. B. Lavello II	Rosario	Sundries	1,000,000 000	165,000 000	All 200\$000	200	200	Brasília.....	14,641 300	130 000	21 00	May 1887	—
14	G. B. Lavello II	S. Francisco	do	1,000,000 000	165,000 000	All 200\$000	200	200	Brasília.....	1,060,000	100 000	10 000	May 1887	151 000-152 000
14	Brasil Br.	London	do	1,000,000 000	165,000 000	All 200\$000	200	200	Brasília.....	1,060,000	100 000	10 000	May 1887	151 000-152 000
15	Elstow Br.	London	do	1,000,000 000	165,000 000	All 200\$000	200	200	Brasília.....	1,060,000	100 000	10 000	May 1887	151 000-152 000
15	Louis Fr.	London	do	1,000,000 000	165,000 000	All 200\$000	200	200	Brasília.....	1,060,000	100 000	10 000	May 1887	151 000-152 000
15	Canning Br.	Porto Alegre	do	1,000,000 000	165,000 000	All 200\$000	200	200	Brasília.....	1,060,000	100 000	10 000	May 1887	151 000-152 000
15	Brasil Br.	London	do	1,000,000 000	165,000 000	All 200\$000	200	200	Brasília.....	1,060,000	100 000	10 000	May 1887	151 000-152 000
15	Paraguay Ital.	Hamburg	do	1,000,000 000	165,000 000	All 200\$000	200	200	Brasília.....	1,060,000	100 000	10 000	May 1887	151 000-152 000
15	Rio Gr.	Rosario	do	1,000,000 000	165,000 000	All 200\$000	200	200	Brasília.....	1,060,000	100 000	10 000	May 1887	151 000-152 000
15	Galicia Br.	Valparaiso	do	1,000,000 000	165,000 000	All 200\$000	200	200	Brasília.....	1,060,000	100 000	10 000	May 1887	151 000-152 000
15	Rimac Br.	London	do	1,000,000 000	165,000 000	All 200\$000	200	200	Brasília.....	1,060,000	100 000	10 000	May 1887	151 000-152 000
15	Rimac Br.	London	do	1,000,000 000	165,000 000	All 200\$000	200	200	Brasília.....	1,060,000	100 000	10 000	May 1887	151 000-152 000
15	Brasil Br.	London	do	1,000,000 000	165,000 000	All 200\$000	200	200	Brasília.....	1,060,000	100 000	10 000	May 1887	151 000-152 000
15	Brasil Br.	London	do	1,000,000 000	165,000 000	All 200\$000	200	200	Brasília.....	1,060,000	100 000	10 000	May 1887	151 000-152 000
15	Brasil Br.	London	do	1,000,000 000	165,000 000	All 200\$000	200	200	Brasília.....	1,060,000	100 000	10 000	May 1887	151 000-152 000
15	Brasil Br.	London	do	1,000,000 000	165,000 000	All 200\$000	200	200	Brasília.....	1,060,000	100 000	10 000	May 1887	151 000-152 000
15	Brasil Br.	London	do	1,000,000 000	165,000 000	All 200\$000	200	200	Brasília.....	1,060,000	100 000	10 000	May 1887	151 000-152 000
15	Brasil Br.	London	do	1,000,000 000	165,000 000	All 200\$000	200	200	Brasília.....	1,060,000	100 000	10 000	May 1887	151 000-152 000
15	Brasil Br.	London	do	1,000,000 000	165,000 000	All 200\$000	200	200	Brasília.....	1,060,000	100 000	10 000	May 1887	151 000-152 000
15	Brasil Br.	London	do	1,000,000 000	165,000 000	All 200\$000	200	200	Brasília.....	1,060,000	100 000	10 000	May 1887	151 000-152 000
15	Brasil Br.	London	do	1,000,000 000	165,000 000	All 200\$000	200	200	Brasília.....	1,060,000	100 000	10 000	May 1887	151 000-152 000
15	Brasil Br.	London	do	1,000,000 000	165,000 000	All 200\$000	200	200	Brasília.....	1,060,000	100 000	10 000	May 1887	151 000-152 000
15	Brasil Br.	London	do	1,000,000 000	165,000 000	All 200\$000	200	200	Brasília.....	1,060,000	100 000	10 000	May 1887	151 000-152 000
15	Brasil Br.	London	do	1,000,000 000	165,000 000	All 2								

**Shipping.**

**THOMAS NORTON'S**  
OLD REGULAR LINE OF SAILING PACKETS  
BETWEEN THE  
**UNITED STATES AND BRAZIL PORTS**  
Established in 1868  
Loading Borths: *Covado Pier No. 17, East River*,  
For Freight and General information apply to  
Thomas Norton,  
104 Wall St., New York.

**Insurance.**

**GUARDIAN FIRE AND LIFE**  
INSURANCE CO.  
Agents in Rio de Janeiro  
Smith & Youle.  
No. 62, Rue 1<sup>o</sup> de Março.

**LONDON AND LANCASHIRE FIRE**  
INSURANCE CO.

Agents in Rio de Janeiro  
Watson Ritchie & Co.  
No. 25, Rue de Théophile Ottoni.

**PHOENIX FIRE OFFICE.**

Established 1782

Agent in Rio de Janeiro

E. W. May,

RUA DO GENERAL CAMARA No. 2,  
Corner of Rue Visconde de Itaboraí.

**HOME AND COLONIAL MARINE**  
INSURANCE CO.

Agents for the Empire of Brazil  
Norton, Megaw & Co.  
No. 62, Rue 1<sup>o</sup> de Março, Rio de Janeiro

**THE MARINE INSURANCE COMPANY LIMITED.**

Capital ..... £1,000,000 sterling  
Reserve fund ..... £400,000 "

Agent in Rio de Janeiro

E. W. May,

RUA DO GENERAL CAMARA No. 2,  
Corner of Rue Visconde de Itaboraí.

**COMMERCIAL UNION ASSURANCE**  
COMPANY, LIMITED, OF LONDON,  
**FIRE AND MARINE.**

Fire Office  
Authorized 1870  
Marine Office  
Authorized 1884.

Agents for the Empire of Brazil  
Wilson Sons & Co. Limited.  
No. 2 Praça das Matas.

**ROYAL INSURANCE COMPANY,**  
LONDON AND LIVERPOOL.

Capital ..... £2,000,000  
Accumulated Funds ..... £5,245,104

Losses against the risk of fire, houses, goods and merchandise of every kind at reduced rates.

John Moore & Co., agents.

No. 8, Rue da Candelaria

**BRITISH & FOREIGN MARINE**  
INSURANCE COMPANY, LTD.

Capital ..... £1,000,000 sterling

Agents in Rio de Janeiro  
Swanwick & Gordon,  
39, Rue General Camara. Telephone No. 427.

**NORWICH UNION**  
FIRE INSURANCE SOCIETY.  
Established 1797

Losses paid ..... £5,500,000

Agents in Rio de Janeiro  
Swanwick & Gordon,  
39, Rue General Camara. Telephone No. 427.

**Steamships.**

**LIVERPOOL, BRAZIL AND RIVER**  
PLATE MAIL STEAMERS.  
UNDER CONTRACT WITH THE  
**BELGIAN AND BRAZILIAN**  
GOVERNMENTS.

July Departures:

To New York:

Every Saturday  
Hipparchus (Loading also in Santos) July 5th  
Bessel do do do " 6th  
Sirine ..... " 7th  
Lafice (Loading also in Santos) " 8th  
Nautilus do do do " 9th

To Southampton:

Cavier ..... July 15th  
Galatea ..... " 20th

For Other Ports:

Picking for Antwerp, London and Liverpool July 5th  
Tycho Brahe Antwerp and London ..... " 15th

To Rio Grande Ports:

Cavaler ..... Every Saturday  
Chatham ..... " Wednesday  
or Caenay ..... "

LAMPERT & HOLT,  
21 Water Street, Liverpool

ARTHUR HOLLAND & Co.,  
17, Leadenhall Street, London

For freight and passages apply to

Agents—Norton, Megaw & Co.  
No. 82, Rue 1<sup>o</sup> de Março

Broker—Silvert Sversten  
Rua 1<sup>o</sup> de Março No. 35.

**ROYAL MAIL**  
STEAM PACKET COMPANY.

Under contracts with the British and Brazilian  
Governments for carrying the mails.

TABLE OF DEPARTURES,  
1887

Date	Steamer	Destination
July 24	Neva ....	Southampton and Antwerp, calling at Babia, Pernambuco, Lisbon and Vigo
Aug. 29	La Plata ..	Montevideo and Buenos Ayres

This Company's steamers leave Southampton on the  
9th and 24th of every month and arrive in Rio de Janeiro on  
the 28th and 1<sup>st</sup>, proceeding to the River Plate after the  
necessary delay.

The steamers homeward continue to leave Rio on the 9th  
and 24th of every month.

For freight and passages apply to

R. W. NAVY, Superintendent,  
Rua do General Camara No. 2,  
(Corner of Rue Visconde de Itaboraí)

**UNITED STATES AND BRAZIL**  
MAIL STEAMSHIP CO.

CARRYING THE U. S. AND BRAZILIAN MAILS

SAILINGS FOR NEW YORK

ADVANCE, Capt. Lord, 31st Aug.

The fine packet

**ALLIANÇA,**

Captain BEERS,

will sail 1<sup>st</sup> August at 10 a. m. for

NEW YORK

calling at

BABIA, PERNAMBUCO, MARANHÃO,  
(entering the two last named ports)

PARA, BARBADOS and ST. THOMAS

Reduced Passages

To Liverpool	cabin	steerage
New York.....	\$220	gold
" & back..	\$148	\$78 "

For passages and information apply to

Wilson, Sons & Co., Limited; Agents

And for cargo to

W. C. Peck,

No. 6, Praça do Comércio

**TRAPICHE VAPOR.**

Receives Goods in bond according to Table No. 7 of  
the custom house regulations.

Rua da Gámba No. 10 & 12,  
Telephone Call, No. 30.

**Banks.**

**ENGLISH BANK**  
OF  
RIO DE JANEIRO  
(LIMITED)

HEAD OFFICE IN LONDON

BRANCHES:

Rio de Janeiro, Párd, Pernambuco, Santos,  
São Paulo and Porto Alegre.

Capital ..... £1,000,000  
Ditto, paid up ..... £500,000  
Reserve Fund ..... £200,000

Draws on  
THE LONDON JOINT STOCK BANK,  
and transacts every description of Banking business.

**LONDON AND BRAZILIAN**  
BANK, LIMITED.

HEAD OFFICE: LONDON

BRANCHES:

LISBON, OPORTO, PARÁ, PERNAMBUCO, BAHIA,  
RIO DE JANEIRO, SANTOS, SÃO PAULO,  
RIO GRANDE DO SUL, PILOTAS, MONTEVIDEO  
AND NEW YORK.

Capital ..... £1,000,000  
Capital paid up ..... £500,000  
Reserve Fund ..... £300,000

Draws on:  
Messrs. GLYN, MILLS, CURRIE & Co.,  
LONDON,  
Messrs. MALLEY FRÈRES & Co.,  
PARIS,  
Messrs. J. H. SCHRODER & Co.,  
HAMBURG,

**BANCO INTERNACIONAL**  
DO BRAZIL.

22, Rua da Alfandega, 22

Capital ..... 20,000,000\$000

President Visconde de Figueiredo  
Managing Director Edward Heraman, Esq.

This bank draws on  
Messrs. N. M. Rothschild & Sons—London  
Messrs. De Rothschild Frères—Paris

Deutsche Bank ..... Hamburg  
Berlin  
Bremen  
Frankfurt of Main

Banque d'Anvers ..... Antwerp

Banca General, and agencies ..... Rome  
Genoa  
Naples  
Milan  
and other Indian cities

Banco Hipotecario de España, and agencies ..... Madrid  
Barcelona  
Cataluña  
Malaga  
Valencia  
and other cities in Spain and the Canary Islands

Banco de Portugal, and agencies ..... Lisbon  
Oporto  
and other Portuguese cities

English Bank of the River Plate, Limited ..... Buenos Ayres  
Montevideo  
New York

Messrs. G. Amsinck & Co.,

Buys foreign exchange on all ports. Grants letters of credit for travellers and for commercial purposes. Receives consignments of coffee and other produce for shipment, and gives letters of credit for importers. Advances made on coffee and other merchandise in accordance with the rules of the bank, and transacts every other description of banking business.

**CRASHLEY & Co.,**

Newsdealers and Booksellers.

Subscription received for all the leading English and American newspapers and periodicals. Agents or

The European Mail.

A large assortment of English novels, of the Franklin Library and of the Lowell Library constantly on hand.

Views of Rio and neighborhood.

Orders received for Scientific and other books.

Agents for Longstreet's Rubber Stamps.

Dealers in Atkinson's, Pissie & Lubin's and Royal Perfumery and Pear's Soap.

No. 67, Rua do Ouvidor.

**ACCOUNTS FOR SALE.**

In the absence of facilities for the collection of small accounts the TYPOGRAPHIA ALPINA, No. 79, Rua Sete de Setembro, is obliged to offer a few unpaid and apparently irreconcileable accounts for sale. The first of these is one for a balance of account against the

Companhia União Telefônica,

dated 28th August, 1886, and amounting to \$8,000.

The second is a slight account against

William Pahl, Ship-broker,

dated 16th November, 1886, and amounting to \$2,000.

No reasonable offer refused.

Note.—These accounts will be capital investments for the reserve funds of public companies, as it will be somewhat difficult for directors to realize on them.

**WENCESLAU GUIMARÃES & CO.**

**WINE MERCHANTS.**

Importers of

Oporto, Douro and Lisbon wines of the best qualities

in bottles or casks, and under the private marks of the house

Sole Agents for

A. IZIUBO GONÇALVES, Exporter of Madeira Wines;

G. PERELIER & Co., Bordeaux,

Exporters of Bordelais Wines;

E. REMY MARTIN & Co., Exporter of Cognac

Dealers in

Burgundy, Rhine and Mosel wines, Sherries, Champagne

Cognacs and Liqueurs of the best brands.

Rua da Alfandega, 83.

**RUBBER HAND STAMPS**

and

**Metal-Bodied Rubber Type.**

S. T. LONGSTRETH,

Office and workshops:

No. 18, Travessa do Ouvidor, 1<sup>st</sup> floor.

Caixa no Correio No. 906. Rio de Janeiro

**D. K. POMROY & Co.**

**COMMISSION MERCHANTS.**

Ship and Steamship stores

Wholesale and Retail Dealers in Coal.

No. 1, Rue de Belem,

P. O. Address: Caixa 24,

Cable Address: " Pomroy, Párd,"

FOR SALE.

A Milner's Patent Fire-proof Safe, in prime working order, with duplicate keys, inside lock drawers, etc. etc. Has been in use for some time and will be sold at a large discount on original cost.

For particulars inquire at this office.

**SITUATION WANTED.**

A lady wishes to give lessons in English in all its branches, also French, drawing and music. Address F., 75 Cosme Velho, Laranjeiras.

**FAHNESTOCK'S**  
"B. A."

**VERMIFUGE.**

**THIS** valuable remedy has now been prominently before the people for fifty-seven years, the manufacture and sale of it having been commenced in 1827. Its popularity and sale have never been so large as at the present time, and this, of itself, speaks loudly as to its wonderful efficacy.

We do not hesitate to say, that in no single instance has it failed to remove worms from either children or adults who were afflicted by these foes to human life.

We are constantly in receipt of testimonials from physicians as to its wonderful efficacy. Its success has produced counterfeits, and the buyer must be particularly careful to examine the entire name, and see that it is

"B. A. Fahnestock's" Vermifuge.

**THE RIO NEWS**

Published three times a month for the American and European mails.

The Rio News was established under its present title and management on the 1<sup>st</sup> April, 1879, succeeding the British and American Mail. At first, the style and frequency of issue were changed at the time of transfer, the designations of number and volume were retained. At the beginning of 1881, the style of publication was changed, and the frequency of issue was increased by an increase from four to eight pages, and a diminution in the size of the periodical, but it added greatly to its convenience for use and reference use.

With the beginning of its 14th volume (January, 1887) to the editor for themselves, warranted in calling attention to the uniform and general satisfaction with which their advertising their patrons that to do, and whatever it may be, will be done. The Rio News will seek to keep its readers fully informed of all matters of Brazilian news or policy enterprises and investments. In its news columns, it will be as frank and as frank as the opinions expressed in its news columns will seek to keep its readers fully informed of all matters and occurrences throughout Brazil.

In addition to a large circulation in the United States and Europe, where its commercial value is much appreciated, the Rio News has a wide circulation in England, where it is a valuable advertising medium. The rates charged are 15¢ per inch per quarter, with a reduction of 10¢ for additional space and time.

**TERMS:**

One year's subscription ..... 20\$000

English and American subscriptions ..... £5 or \$10

All subscriptions should run with the calendar year.

**BUSINESS AND EDITORIAL ROOMS:**—79, Rua Sete de Setembro.

**POST-OFFICE ADDRESS:**—Caixa no Correio, A.

Tel. Athina, 79, Sete de Setembro.